AMENDMENTS TO THE CLAIMS

Sub B3> Claims 1 - 10 (Cancelled).

11. (Currently Amended) A vehicle drive train assembly comprising:

a source of rotational power;

a rotatably driven front axle including at least one rotatably driven front vehicle wheel and a rotatably driven rear axle including at least one rotatably driven rear vehicle wheel; and

a transfer case that transmits rotational power from the source of rotational power to the front and rear axles, wherein the transfer case includes a male splined driveshaft that is connected between the transfer case and the front axle and a female splined member that is provided on either the transfer case or the front axle ~~which are connected between the source of rotational power and the at least one vehicle wheel~~ to transmit rotational power therebetween, the male splined driveshaft including a main tubular portion, a male splined end portion, and a neck portion between the male splined end portion and the main tubular portion, the neck portion having a diameter which is less than the diameters of both the male splined end portion and the main tubular portion, the splines of the male splined member having side surfaces which are convex in shape and outer surfaces which are convex in shape, the convex splines of the male splined member cooperating with ~~the~~ splines provided on ~~of~~ the female splined member to connect the male splined driveshaft and the female splined member ~~members~~ together in a manner that allows for limited angular and axial movement therebetween.

12. (Original) The drive train assembly defined in Claim 11 wherein the convex splines are shaped to allow a joint angle between the male splined member and the female splined member of at least about 3°.

13. (Original) The drive train assembly defined in Claim 11 wherein the convex splines are generally elliptical in shape.

14. (Original) The drive train assembly defined in Claim 11 wherein the driveshaft includes the main tubular portion and an end piece attached to the main tubular portion, the end piece including the male splined end portion, a tube seat portion which is attached to the main tubular portion, and the neck portion between the male splined end portion and the tube seat portion.

Claims 15 - 20 (Cancelled).

21. (New) A transfer case adapted for use in a drive train assembly comprising:

an input member adapted to be rotatably driven by a source of rotational power;

a first output member adapted to rotatably drive a first axle assembly; and;

a second output member adapted to rotatably drive a second axle assembly;

wherein at least one of said first and second output members includes a connecting structure including a male member having a plurality of external splines formed thereon and a female member having a plurality of internal splines formed thereon, said plurality of external splines having side surfaces that are convex in shape and having outer surfaces that are convex in shape, said plurality of external splines cooperating with said plurality of internal splines to connect said male and female members for rotational movement together and for angular and axial movement therebetween.

22. (New) A drive train assembly comprising:

a source of rotational power;

a rotatably driven front axle including at least one rotatably driven front vehicle wheel;

a rotatably driven rear axle including at least one rotatably driven rear vehicle wheel; and

a transfer case that transmits rotational power from said source of rotational power to said front and rear axles, said transfer case including an input member that is rotatably driven by said source of rotational power, a first output member that rotatably drives said first axle assembly, and a second output member that rotatably drives said second axle assembly, wherein at least one of said first and second output members includes a connecting structure including a male member having a plurality of external splines formed thereon and a female member having a plurality of internal splines formed thereon, said plurality of external splines having side surfaces that are convex in shape and having outer surfaces that are convex in shape, said plurality of external splines cooperating with said plurality of internal splines to connect said male and female members for rotational movement together and for angular and axial movement therebetween.